



US Army Corps
of Engineers
Pittsburgh District

Notice to Navigation Interests

In reply refer to
Notice No. below

US Army Corps of Engineers, Pittsburgh District
1000 Liberty Avenue, Pittsburgh, PA 15222-4186
(412) 395-7650
<http://www.lrp.usace.army.mil/or-or-1/navrpt.htm>

Notice No. 10-27 (REVISED)

Date: September 30, 2010

REVISED

Pike Island L/D, Ohio River, Mile 84.2 54-Day Closure of the Large 110' x 1200' Lock Chamber to Install New Lock Gates

Navigation Notice No. 10-27 dated August 25, 2010 has been revised. The work will start approximately two week later on October 25 and is scheduled to be completed December 17, 2010.

1. **TO ALL WHOM IT MAY CONCERN:** Notice is given that the U.S. Army Corps of Engineers will close and dewater the large 110' x 1200' lock chamber at Pike Island L/D, Ohio River, Mile 84.2 to install new lock gates. Work is scheduled to begin at 1:00 A.M. on October 25, 2010 and be completed about 11:00 P.M. on December 17, 2010.
2. General wear and deterioration of the lock gates in the large 110' x 1200' lock chamber have made it necessary to schedule this work.
3. The large 110' x 1200' lock chamber will be closed to traffic and all traffic will be passed through the small 110'x 600' lock chamber. During the closure of the large lock, intermittent closures of up to eight (8) hours for the small lock chamber 110'x 600' will be necessary for underwater diving operations in association with installation of the downstream poiree dam in the large lock chamber.
4. A double lockage will be the maximum acceptable tow during the closure period of the large lock chamber.
5. It may be necessary for tows to follow one another on the guide wall when a series of lockages are being made in one direction. Each tow should be aware of the tow that they follow and be on the guide wall as soon as that tow enters the lock chamber. While this practice will speed up the lockage process, it is imperative that tows exercise extreme caution when encountering outdraft or backwash conditions.
6. Boat locking order will be determined by arrival time at Pike Island L/D, Ohio River. No adding or swapping of barges will be allowed once the tow's lock turn has been established. All tows must be ready to lock when put on the waiting list.
7. Information concerning lockages will be broadcast on Channel 13 and any towboat not answering the radio call from the locks will be dropped to the end of the waiting list.

8. In an effort to reduce delay time at the locks, a program of "self-help" by navigation interests is necessary. A "self-help" program will allow waiting towboats to assist tows out of the lock chamber. The Lockmaster will designate the helper boats as tows arrive for position.

9. Other specific procedures to facilitate double lockage operations through the small chamber have been developed in partnership with the towing industry. The Corps is asking for everyone's cooperation and help in making the locking operations go as smoothly as possible during the closure of the large lock chamber.

a. All excess rigging will be removed prior to entering the lock chamber. Remaining rigging should be ready to be knocked loose after the cut is secured in the lock chamber.

b. Two (2) locking lines, with bow and stern lines leading in the opposite directions, must be available on each cut to prevent the vessel from "running" in the lock. Each line must be at least 75 feet long and 1-1/2" in diameter. To minimize locking time, all lines will stay with each cut. Lines will not be permitted to be carried from one cut to the other. It is the responsibility of the vessel operator to provide adequate mooring lines to assure safe lockage.

c. At least two (2) deckhands are required during double lockages on the first cut.

d. The second cut of tows will be made up in the lock approaches, clear of the lock gates, so as not to interfere with lockage operations. Final make up of tows will be done clear of the lock gates.

10. The Corps will make the final determination whether to change procedures as conditions and situations develop. In accordance with standard Corps policy, the Lockmaster may also vary the lock procedures in an effort to equalize waiting times.

11. The Waterways Association of Pittsburgh have agreed to have a point of contact available should an unusual circumstance arise and the Lockmaster or their representative need immediate assistance from the Waterways Association to deal with the situation. The Waterways Association of Pittsburgh's POC for this closure is Eunice Crane Ratcliff, Office (724)684-2313, Cell (412) 427-2146, and E-mail euniceratcliff@consolenergy.com.

12. All towboats are to stay with their tows while waiting for lockages unless designated to assist other tows through the small chamber.

CELRP-OP

Navigation Notice No. 10-27 (REVISED)

13. Pleasure boaters are discouraged from locking through the Pike Island L/D, Ohio River during the October 12th to December 3rd time period. You may encounter long delays since priority will be given to the scheduled commercial passenger vessels and commercial tows.

14. Navigators are requested to use caution when entering or leaving the small lock chamber during this closure of the large lock chamber to prevent a complete shutdown of navigation.

FOR THE DISTRICT ENGINEER:

//Signed//

Richard C. Lockwood
Chief, Operations Division